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History

- First Generation SmarTruck 1995
- Second Generation SmarTruck Contract Award August 2000
- Second Generation SmarTruck Unveiled at the Society of Automotive Engineers (SAE) 2001 World Congress



Purpose of SmarTruck

- Provide the Army with a commercially based vehicle platform to test, integrate and showcase emerging intelligent vehicle technologies
- Develop strategies to modernize and equip the Army's Light Tactical Vehicle fleet with dual use technology
- Develop a vehicle electrical architecture for potential insertion into the Army's future light weight combat systems



Platform Specifications

- Ford F-350 with extended crew cab
- 7.2 Liter Navistar Power Stroke Diesel V8
- Electronic 4Speed Automatic Transmission
- Extend bed with a specially designed ballistic cover
- Overall weight 11,000 lbs.
- Height 6' Width 8' (including mirrors) Length 22'



SmarTruck Current Capabilities

Bullet
Proof
Glass

On-Board
Diagnostics

Wireless
Communication

Non-Lethal
Weaponry

Night
Vision

B.F. Goodrich
Run Flat Tires

Touch
Screen
Display

Bomb
Detection

Global
Positioning
System





SmarTruck Future Capabilities

- Multi Data-Bus Electrical Architecture
 - J-1850
 - J-1708/1587
 - J-1939
 - IDB-CAN
 - MOST
 - IDB-M
 - Wireless Network



SmarTruck Future Capabilities

- Voice Activation
- Alternative Propulsion System
- Collision Warning System
- Nuclear Biological and Chemical Detection
- QUADRASTEER™
- Robotic Reconnaissance Capabilities
- Video Teleconferencing



Media Exposure

- ABC National News
- Time Magazine
- National Geographic TV
- Travel Channel
- CNN
- Popular Science Magazine



Agency Interest

- US Army Special Operations
- Drug Enforcement Agency (DEA)
- US Marshal Service
- New York Port Authority
- US Border Patrol
- Sheriff Departments
- Diplomatic Security Core
- FBI



Collaboration Thrust Areas

- Voice Activation System
- Alternative Propulsion
- Integrating Robotic Control
- Improving Bandwidth for Video



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